



Chapter 8 - Public Participation Process

8.0 INTRODUCTION

The objective of the public participation process was to insure that stakeholder concerns were addressed and that the resulting Love Field Airport Master Plan had broad public support. At the very beginning of the study, the Project Team believed that it was critical for the various stakeholder groups to have ownership in the master planning process and have their concerns heard at every stage.

A key goal of the study was to provide a process that enabled stakeholders to reach a consensus plan for the future of Dallas Love Field Airport. Stakeholders include Love Field area residents, schools, airlines, other airport tenants, off-premise businesses, business organizations, community-based organizations, local elected officials and other involved agencies.

8.1 DEFINING CONSENSUS

While consensus does not mean a unanimous decision, every effort was made to satisfy the concerns of all stakeholder groups. A consensus approach does not give veto power to individuals, nor does it allow the concerns of one group to be swept aside by a simple majority of participants. The goal of this study was to develop a plan that has broad acceptance from the community, and that addresses and balances the legitimate concerns of the involved parties.

8.2 PROGRAM COMPONENTS

The public participation program included the following components:

1. Master Plan Advisory Committee (MPAC)
2. Public Information Meetings
3. Community Information Fairs
4. Newsletters
5. Website

Activities undertaken in each component are described in the remainder of this chapter.

8.2.1 Master Plan Advisory Committee (MPAC)

The Master Plan Advisory Committee, made up of leaders throughout the Love Field stakeholder community, was the primary vehicle for public participation in the planning process. The MPAC had 45 members, including 18 neighborhood representatives, 12 airport tenant representatives, eight representatives of non-airport related businesses or business organizations, one representative each from the city's Planning and Public Works departments, Dallas Independent School District (DISD), Dallas Area Rapid Transit (DART), FAA Air Traffic Control Tower, North Central Texas Council of Governments, and one Love Field area nonprofit community development corporation.



Chapter 8 - Public Participation Process

Community neighborhood MPAC members represented the following:

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| Bachman/NW Hwy | Bluffview |
| Devonshire | Golf Grounds/Oak Lawn |
| Greenway Parks | Oak Lawn |
| Oak Lawn Heights | Perry Heights |
| Love Field North | Love Field Citizens Action Committee |
| Love Field West | North Park Love Field |
| University Park | Highland Park |
| Northwest Dallas | |

The initial committee was formulated in consultation with community leaders, airport staff, and City Council members representing the Love Field area. As additional stakeholder groups were identified, the committee was expanded to include representation.

During the ten month period from June 2000 to March 2001, the MPAC met 10 times. All of the meetings were open to the public at large and the media, although only MPAC members, or their alternates, were permitted to actively participate. At each meeting, the Project Team presented the details of the latest analyses and findings, and received feedback from committee members. All information was shared with the MPAC prior to presentation at a Public Information Meeting.

The MPAC met on February 28, 2001 in an extended workshop to reach consensus on the final recommendations for the Master Plan and other critical issues. The recommendations in this final report reflect the consensus of the MPAC.

8.2.2 Public Information Meetings

Seven Public Information Meetings were held during the course of the study. The focus of each meeting was to share findings and analyses, receive public feedback, and address stakeholder concerns. The meeting locations were rotated among City of Dallas Recreation Centers and Public Schools in the Love Field area to insure that the meetings were readily accessible to a broad spectrum of citizens.

A transcript of each public information meeting was made available for public review at the offices of the Department of Aviation. Simultaneous English/Spanish translation was available at each meeting (except for the 2/8/01 meeting). Meeting announcements were mailed to over 51,500 area residents. In addition, the meetings were advertised in the *Dallas Morning News*, and (when timing permitted) in *The Weekly* and *El Sol de Texas*. Public service announcements were sent to local radio stations.

